

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS,  
HELD ON WEDNESDAY, NOVEMBER 20, 2019 AT 7:00 PM AT THE LOS ALTOS YOUTH  
CENTER, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Nadim Maluf (Chair), Stacy Banerjee, Randy Kriegh, Paul Van Hoorickx, Jenny Lam,  
Herprit Mahal, Tom Madalena (Staff Liaison), Jaime Rodriguez (Transportation  
Consultant)

ABSENT: Suzanne Ambiel (Vice Chair)

### **PUBLIC COMMENTS**

1. Covington Road is not entirely safe. Having See Me Flags will help students cross safely. Requests to install See Me Flags.
2. People have been hit on Covington Road. Conducting traffic studies to hire crossing guards is a very long process. Meanwhile, See Me flags can be used to keep kids safe. Requests to install See Me Flags by the end of 2019.
3. Requests to consider adapting See Me Flags to keep kids safe.
4. Students do not walk to school because intersections on Covington Road are extremely dangerous. The best option to keep kids safe is having See Me Flags.
5. Covington Rd. & Miramonte Ave. and Portland Ave. & Miramonte Ave. have blind spots that block stop signs. Additional measures are needed to warn the drivers.

### **ITEMS FOR CONSIDERATION/ACTION**

1. Minutes

Approve Minutes of regular meeting on October 23, 2019

Upon motion by Commissioner Banerjee, seconded by Commissioner Kriegh, the Commission approved the Minutes of regular meeting on October 23<sup>rd</sup> with the following edits.

- 4350 El Camino Real:
  - Commissioner Kriegh recommended total of 60 bicycle parking spaces but did not specify 60 Class I bicycle parking spots.
  - A commissioner made a recommendation to review the City of Mountain View's streetscape bus stop plans to ensure the plan aligns with the Grand Boulevard Plan.
- Commission requested to provide an update for Transportation CIP projects.

Approved with the following vote:

AYES: 3. NOES: 0. ABSTAIN:2. ABSENT: 1. Passed 2-0

2. Annual Street Resurfacing Project- Striping and traffic calming improvements on Almond Avenue and Covington Road

Jaime Rodriguez, City's transportation consultant, presented the striping and traffic calming improvements on Almond Avenue and Covington Road.

Question from Commission:

- Would there be protections for bike lanes?
  - Two ft. wide buffer area is being considered.
- Why are roundabouts preferred?
  - Geometry of the intersection seems to make sense for a roundabout. Staff suggest to stripe the roundabout area as a part of the resurfacing project and place a large planter box until the City decides to move forward with constructing the roundabout.
- What kind of outreach has been done for school communities?
  - Tom Madalena, Transportation Services Manager, attended two school district meetings recently, and spoke about the project verbally. Also, the project has been included in the Weekly City Manager's Update and mailers for Open House were sent to properties within 1000 ft. radius of the project area, which includes schools.
- What were the thoughts behind selecting Eastwood Drive for placing a raised crosswalk?
  - It's a longer straight sections of the Covington Road. The idea was to slow down the traffic coming from the eastbound of Covington Road for bicycles coming out of Eastwood Drive. Inputs from police officers were solicited and they also suggested the same location.
- Will traffic calming measures be considered in other areas of Covington Road?
  - Normally, the City does not proactively recommend traffic calming implements like these. A rare opportunity happened that Covington Road and Almond Avenue are getting resurfaced in upcoming year. The City has been hearing concerns about speeding, but no petitions were submitted. Since no petitions were submitted, staff were conservative about selecting locations and placed only in immediate areas to schools.
- How are feedback from the community and school on medians near Riverside Drive?
  - There has been mixed feedback. There are still concerns about speeding on Covington Road. Staff ask Commission to provide feedbacks if they believe traffic calming measures are not needed.
- There is a one crosswalk near the entrance of Covington Elementary School. Are kids using the existing crosswalk or crossing elsewhere?
  - This will be a new raised crosswalk at the existing crosswalk location. But it isn't a heavily used crosswalk.
- How many parking spots are being displaced on Almond Avenue?

- Staff does not have the data at the moment.
- On Almond Avenue, there are landscapes that block visibility. Are there plans to remediate this?
  - During open house, staff asked public to note on the drawing where visibility concerns are. Staff to provide the concerned areas to code enforcement.
- Is there a set of objective criteria from having a roundabout?
  - Covington Rd. and Fremont Ave. intersection was a natural option due to geometry of the intersection. Almond Ave. and El Monte Ave., staff recommends the Option 2 which is an All-Way Stop.
- There is no crosswalk near the roundabout. How will pedestrians cross the street?
  - Difference between mini roundabout and traditional roundabout is that mini roundabout does not have crosswalks. Mini roundabouts were proposed due to not having a large enough right-of-way. Pedestrian traffic wasn't a strong need since there are separated pathways.
- Are there any warning signs ahead of speed tables? Are they very visible?
  - These are conceptual plan line drawings that will turn in to signage and striping plans later, which will include all signage elements.
- What is the expected reduction in speed with proposed speed tables?
  - The City does not have the data at the moment. The whole concept of the speed tables is to pace them equal distances apart. Cars decelerate as they drive towards the speed table and accelerate back up when they leave. Then forced to slow down again towards another speed table. The speed might bump up to 20-25 mph as cars cross the speed table the speed goes down to 10-15 mph as cars leave speed table. Averaged targeted speed is 20-25 mph.
- What are plans for traffic calming measure for other streets around Blach School such as Carmel Terrace and Miramonte Ave.?
  - This was one of the reasons for developing list of streets for Complete Streets Master Plan. Staff is the one recommending improvements on Covington Road from Miramonte Ave. to Grant Rd. because it is a portion of Blach School area. There is also a plan line drawing for Miramonte Ave & Berry Ave. Staff have not had time to start to discussion on Carmel Terrace yet.
- Are there parking issues that we're going to encounter on Covington Road?
  - Off-pavement parking is proposed. Parking is not restricted in shoulder areas.
- Is the intent of the project to complete what was started in Riverside Drive?
  - There is another City project to landscape that area. It is not part of this project.
- How is the project funded?
  - Any improvements from Miramonte Ave. to Grant Rd. are not funded. But it is a response to the Blach School and Bullis School discussion. It is an opportunity for City to turn back to the City Council to prioritize this project.
- What is the timeline of the project?

- Annual Resurfacing and Slurry projects' goal is to have it out to bid by February or March 2020 and begin construction in July 2020.
- What is the budget for this project?
  - The City has 1.65M for the Overlay project and 250K for Slurry project. Pavement overlay work Almond Ave. and Covington Rd. will take up the entire Overlay Project budget so the cost for traffic calming measures will have to be budgeted separately. There is a Collector Street Traffic Calming budget, which can be considered used if the project is supported.
- What is the priority of this project?
  - The number one priority is to resurface the pavement. Second priority is to implement the bike plan and third is to provide safe streets for people.
- Why aren't more green bike lanes proposed?
  - It is very expensive. The cost for green bike lane is \$12-18 per square foot, which is why it is only proposed at conflict zones.
- Is there a reason why Covington Road and Almond Avenue have dashed centerline?
  - A lot of residents don't like double yellow for aesthetic reasons as it changes the character of the roadway.

Public Comments:

- A resident on Solana Drive – The biggest problem on Almond Avenue is cars passing on bike lanes on the right-hand side. Suggests a two-way bike lane on north side of Almond Ave., two-way vehicle lanes on the south side, and barriers in between them. Resident supports the roundabout option at Almond Ave. and El Monte Ave. intersection. Also, supports green bike lanes but does not know if they will be slippery.
- A resident on Covington Road – A lot of adults use Covington Rd. to walk and ride bikes. Suggests some sort of delineation near the roundabout on Covington Rd. and a crosswalk at Fremont Ave. intersection. Buffer stripings collect trash and becomes hazardous. Suggests investigating ways to clean them.
- A resident on Covington Road – Supports speedtables on Covington Road. They will also discourage drivers to use Covington Rd. as a cut-through street.
- A resident on Covington Road - Proposed raised crosswalk is located right in front of his driveway. He will never be able to make a left turn into his driveway. Covington queue up during drop-off & pick-up hours and people cross centerline to bypass, he suggests double yellow centerlines to prevent this. No Parking signs are currently not being enforced.
- A resident on Covington Road – There are not enough spaces to park outside of the bike lane. Existing bike lanes is working fine and feels safe. Cars that line up to go in & out of the school are the real problem. Suggests having a protected bike lane in between the thru lane and the right-turn only lane at the El Monte Ave. intersection. Most students are not walking or biking south of the school so we're trying to solve problem that doesn't exist. Opposes to having a bike lane and taking parking spaces away.

- Often times cars can't make a right on green light due to kids crossing at El Monte Avenue intersection. Specify the hours of restriction for proposed No Right Turn on Red. Look into possibilities of having a left turn lane into the school driveway as it can back-up cars. Avoid taking parking spaces.
- Requests staff to investigate having safe drop-off areas on Almond Ave. and having serious restrictions in the neighborhoods. Suggests bike crossings for the eastbound bike lane into the school.

Comments and Feedback from Commission:

- Supports formalizing the bike lane on Covington Road. Suggests staff to work with residents where parking is impacted. Do not lose the sight of connectivity of bike lanes with other projects. Discourages roundabouts as they are confusing.
- Supports striping and traffic calming improvements generally. Encourages staff to post plans online so the community is aware of the project and can provide comments online.
- Suggests having more community engagements and reaching out to school communities and PTAs. Suggest ensuring everyone is comfortable with roundabouts before implementing.
- Supports the proposed cycle track on Almond Avenue near San Antonio Road. Suggests being cautious with the roundabout option as they are confusing for drivers.
- Encourages to have more conversations with residents, schools, and the police department.
- Encourages to clarify the design parameters so the objectives are accomplished.

3. Cuesta Drive – Arboleda Drive Traffic Calming Project

Jamie Rodrigues, Transportation Consultant, presented the 95% design of Cuesta Drive – Arboleda Drive Traffic Calming Project. Design will continue until June of 2020.

Question and comments from Commission:

- Are placement of speed humps agreed upon with adjacent residents?
  - All the placements are consistent with the original concept plan line which were approved by CSC and the City Council.
- Which part of speed table are bikes going to ride over?
  - Bicycles will be riding 3.5' over 6' slope, which is a comfortable ride for bicycles.
- For houses between Campbell Ave. and S. Clark Ave., has the parking impacts assessed?
  - Tom and Jaime to talk to impacted residents face to face.
- Are damaged shoulder areas where bicycles have difficult spots riding included in the project?
  - No, this project will not repair the damaged shoulder areas. Traditional City practice has been that pavement treatment will only stay within the roadway limits only.

- Where can I find the plans? Would I understand the plans?
  - It will be uploaded to the project website. The project website provides basic definitions.
- Are there plans to reach out to residents one-on-one?
  - Staff has been talking to residents one on one and proactive outreach has been done. Staff will consider additional outreach effort if Commission suggests.
- Is there 3-D rendering of project outcome?
  - It was not included in the scope of the design.

Comments and Feedback from Commission:

- Encourages staff to reach out to the four homeowners who will lose parking spaces and keep the proposed walkway if possible. Need to ensure this project will have adequate shoulder areas for bicycles.
- Encourages to check-in with residents but do not deviate from what have been agreed with the community.

Public Comment:

- Although, the project planning and design processes have been long, they have worked well. The all-way stop signs on Clark Avenue recieved positive feedbacks from High school students.

4. Complete Streets Commission Work Plan

Verbal update from Tom Madalena. Requested Commissioners to review and recommend approval of an agreement with Alta Planning + Design in an amount not to exceed \$166,000 for the development of a Complete Streets Master Plan.

Questions and Feedback from Commission:

- Suggests ensuring the plan will cover the full extent of Los Altos city limits on El Camino Real and working with City of Mountain View on their streetscape plan.
- Is the intent of developing this plan to replace the previous plan?
  - The new plan will replace the old plan, but the new plan will incorporate a lot of contents from the existing plan.
- Suggests staff to provide what the outcome of the master plan will be before coming back for recommendation for approval.
- Were there any expectations that city would've received more bids? Does the staff plan to rebid?
  - Personal calls were made to design firms, but a lot of firms are busy with other works. No plan to rebid at the moment.

- What is exactly included in the scope of design?
  - Revised scope was received from Alta Planning and staff plans to finalize the scope and bring back to the Commission.
- Are suggested school route maps to be updated?
  - Yes, all maps to be updated. Cupertino middle school and Homestead high school will also incorporate feedbacks from walking audits.
- How are data from SmartCity being used?
  - A city-wide traffic data collection was done in October, which creates a baseline analysis for upcoming projects. This data along with traffic volume data will be provided to future design consultants.
- Recommend including residents who live immediate near to school to walking audits.
- Requests to see more detailed scope.
- CSC and staff have been working on this project for over six months. Suggests moving forward with the design and it can get refined along the way.

Upon motion by Commissioner Lam, seconded by Commissioner Banerjee to forward the item to the City Council.

Approved with the following vote:

AYES: 4. NOES: 2. ABSTAIN:0. ABSENT: 1. Passed 4-2

## **INFORMATIONAL ITEMS**

### 5. Monthly Staff Report

- December CSC meeting is cancelled.
- County Santa Clara recently put the project out to bid for the Foothill Expressway Improvement Project. Tree removal work to be done on Foothill Expressway between San Antonio Road and El Monte Avenue in December. The project anticipates to start in Q2 of 2020.

## **COMMISSIONERS' REPORTS AND COMMENTS**

- Commissioner Banerjee attended the quarterly Traffic Safety Communities Network meeting in November.
- LAPD had participated in Juvenile Detention Program and sent about 15 students. Students will attend this training instead of paying tickets for bicycle violations.
- VTA BPAC announced the measure B funding for the bike and ped education. VTA to release the call for application early next year.

### **POTENTIAL FUTURE AGENDA ITEMS**

- Suggests staff to provide information on See Mee Flags.
- Suggests staff to develop a checklist for development projects.
- Suggests staff to provide information on the process of applying for Measure B funds.

### **ADJOURNMENT**

Chair Nadim adjourned the meeting at 10:12 PM